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THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD, CL.  
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## BIRTHS.

On the 20th September, at Thunderson, the

Peak, the wife of H. A. RICHMOND, of a daughter.

On the 18th September, at 129, Building Wall

Road, Shanghai, the wife of LOUISA KERN, of a son.

On the 17th September, at No. 1919, Grey

Street, San Francisco, the wife of L. ROSENBERG, of a son.

## MARRIAGE.

On the 14th August, at St. Leonard's Church,

Stratham by the Rev. W. Brown Lindsey,

LL.D., the Rev. THOMAS KANE, B.A., R.N., to

EDITH FRANCIS (DAVIS), eldest daughter of

JOSEPH WELCH, of Stratham and Shanghai.

HONGKONG, 23rd September, 1901.

It is with sincere regret we have to record

the unexpected death of Mr. J. J. FRANCIS,

K.C., the leader of the Hongkong Bar, and

one of the oldest and best known residents

in this Colony. Mr. FRANCIS, availing

himself of the vacation, recently left here

for a short trip to Japan, and information

was received here yesterday morning to the

effect that he had died at Yokohama of

apoplexy. Few men have been more identi-

fied with the history of this Colony than

had Mr. FRANCIS. His experiences have

been alike varied and interesting during his

long career in Hongkong. He arrived here

with the Royal Artillery, in which force he

was a non-commissioned officer, during the

second China War, and at its conclusion

bought his discharge, married, and settled

down here to the study of law in the office

the then Attorney-General (who at that time was allowed private practice) monopolising all the plums. For some years, therefore, he was obliged to be content with the crumbs that fell from the table, and during that time he was glad to accept the posts successively of Acting Police Magistrate and Acting Puisne Judge, which he obtained through the influence of Sir JOHN POPE HENNESSY, whose side he consistently espoused in that Governor's long quarrel with the British and Foreign community. On the whole, it must be said for Mr. FRANCIS that his friendship with Sir JOHN POPE HENNESSY cost him far more than he gained by it, and there is little reason to impute to himself interest as a motive for his advocacy of the Hennessian régime. His outspoken utterances, too, estranged many persons who would otherwise have employed him professionally. But Mr. FRANCIS's talents were so conspicuous, his experience so great and varied, that he was bound to make his way to the front, and when Mr. HAYLLAR retired he had no rival, and has since—for the past eighteen years remained in undisputed possession of the first place as advocate at the Hongkong Bar. He was made a Q.C. in the year 1886, during the administration of Sir GEORGE BOWEN. Since that period Mr. FRANCIS has been closely identified with local affairs in the Colony. In no capacity, however, has he shone so brilliantly as in the exercise of his profession, where he made a reputation that will long survive him. He was for some time a member of the Sanitary Board, and did good service during the first outbreak of the plague. He was also an enthusiastic Volunteer, in which force he held a commission for many years, and was for some time Commandant. Even when advancing years induced him to resign and make way for younger men, he still evinced the keenest interest in the movements of his Corps, and nearly always attended at their outings and parades. He was also for several years a member of the Committee of the China Association, and eventually Chairman, a post he only resigned just before leaving for Japan, on the ground that he found his professional duties consumed all the time he was able to give to work. Mr. FRANCIS always had one unfulfilled ambition: he coveted a seat on the Legislative Council, and was a candidate for the seat vacated by Mr. WHITEHEAD when the latter gentleman last went home on leave. But the Chamber of Commerce was not responsive; the members prefer to be represented by a member of the commercial community, and their choice fell on Mr. THURGOOD. Hongkong will miss JOHN JOSEPH FRANCIS in many ways. It will miss his genial, breezy presence, his ready eloquence, and his cheerful willingness to assist in the promotion of any public measure or any social institution. As one of the founders of the Old Volume and as an ardent supporter of the Navy League he rendered invaluable assistance. In his time he met with many rebuffs, sustained many reverses, but always met them manfully and never bore malice; general sympathy will be felt for his widow, on whom the news of his decease must have fallen with much severity.

The German mail of the 22nd ult. was delivered in London on the 20th inst. In the *Government Gazette* there is published Dr. P. W. Clark's report on the epidemic of plague during the first half of the current year. Owing to its length we hold it over until to-morrow's issue.

Mr. E. H. Burrows has resigned the post of Registrar and Magistrate of H.B.M. Supreme Court for China, and accepted the appointment of Assistant Secretary of the Great Northern Railway in London.

All those who are interested in the question of private chair and ricksha-coolies should take the opportunity offered to them to-day of filling up the form accompanying the present issue of the *Daily Press*. The collection of evidence by newly instituted Private Chair and Ricksha Coolie Commission will thereby be greatly facilitated.

It is notified in the *Gazette* that Mr. A. W. Brewin resumed his duties as Registrar-General on the 16th inst., and Commander W. C. H. Hastings his duties as Postmaster-General on the 18th. Mr. Brewin has been appointed Member of the Legislative Council, during the absence of the Hon. F. H. May, and Vice-President of the Sanitary Board.

The Chinese troops arrived at Peking on the 17th inst. in good condition. The Forbidden City was turned over by the Japanese and Americans with suitable ceremonies to the Chinese officials. Hislop Anzer has also arrived at Peking and will remain a short time in order to consult on different questions with the German Minister.

The new German Post Office at Peking was opened on the 15th inst. The German Minister gave three cheers for the Emperor, and Councillor Puché reviewed the history of the German postal service abroad. During the ceremony the German military band, which had come from Tientsin, played several pieces. A banquet in the Legation which was intended to follow the opening of the Post-Office and a garden-party in the afternoon had to be abandoned, as meanwhile the news of the death of President McKinley had reached Peking.

A recent proclamation of the Shanghai *Asiatic* Magistrate set forth new laws regarding tramps and vagabonds. These are promulgated by authority of the high provincial authorities. In the prefectures of Soochow, Sungkiang, Changchow, Chenchiang, and Taichow, for a first offence, such criminals will be cauged and two characters signifying "tramp" will be branded on their left cheek. Only if they had been branded on their right cheek after three years' good conduct they will be allowed to remove the branding. A second offence will be dealt with more severely by imprisonment for three years. Persons bearing arms for illicit purposes will also be branded and tied to an iron stake for one year. If they are still unrepentant they will be tied to a big stone for five years. Very aggravated cases will be banished or summarily executed as necessary.

An *Ostasiatische Lloyd* telegram dated Tientsin, 16th September, says:—"The Governor of Shantung, Yuan Shikai, has demanded from the German Government at Tientsin, that the German troops, stationed outside the German colony in the province of Shantung, for protection of the railway-building, shall now be withdrawn. The situation is rather serious. The German Government of Tientsin does not wish to offend Governor Yuan Shikai, but on the other hand the Government is far from being willing to comply with Yuan Shikai's wishes. Governor Truppel left to-day with the B. S. *Kaiserberg* for the north, in order to consult with the German Minister, Baron Mumm, at Peking." The *N.C. Daily News* says, in connection with this above:—"As far as we know, one company of the third Marines is stationed with two Maxims at Kuoimi and in the city of Kiaochow where barracks have been built for them, and a detachment of about forty cavalry is at present quartered at Kuoimi or even a little further west on the railway."

It is notified in the *Gazette* that Mr. E. D. C. Wolfe, cadet, has passed his final examination in Chinese.

Among the arrivals by the *Lodas* from Yokohama was Sir Alexander Swettenham, who is on his way to Europe.

The following telegram from H.B.M. Consul at Bangkok is published in the *Gazette*:—"Inspection at Pak Nam substituted for quarrying at Koh Phai."

The *Universal Gazette* states that according to a Peking telegram Viceroy Li Hung-chang appears to be a little better and has been able to take a little nourishment regularly.

H.M.S. *Argonaut* arrived from Nagasaki on the 21st inst. On her way down she encountered a typhoon on Tuesday night, but suffered no damage. She reports a quite smooth sea since Thursday.

Mr. M. Kato, Consul for Japan, courteously informs us that Mr. Jutaro Komura, Japanese Minister at Peking, who went home quite recently, was on the 21st inst. appointed Japanese Secretary of State for Foreign Affairs.

Owing to the delay in the arrival of his successor, M. de Giers, Russian Minister at Peking, who was to have left by the outgoing French mail for Europe, has to postpone his departure to the next German mail.

The *N.C. Daily News* is informed upon reliable authority that a body of some 360 or so Japanese infantry is expected to arrive in Shanghai from the North on or about the 26th inst. to take the place of the Japanese marines, who now form part of the foreign garrison of Shanghai.

Two tug-boats, built by Messrs. Farham, Boyd & Co., for the Taku Tug and Lighter Co., were successfully launched at Pootung on Monday last. The boats are named the *Thames* and *Striding* and their dimensions are as follows:—Length over all, 65 feet; length between perpendiculars, 62 feet; moulded breadth, 14 feet; moulded depth, 8 feet 9 inches. They are fitted with compound engines of the surface condensing type, with cylinders of 12 and 24 inches diameter and a 16-inch stroke, the boilers being constructed to work at 100 lbs. pressure. The indicated horse power will be 150.

It is reported in native circles, says the *N.C. Daily News* of the 18th inst., that a portion of a large quantity of dynamite, arms and ammunition which had been ordered in the summer through a certain German firm by some of the Yangtze officials, arrived in this vicinity about four or five days ago by a certain German steamer. This steamer, it is reported brought, at least, 7,000 lbs. of dynamite which were transported into native junks, and by the present time of writing the cargo must be, at least, two-thirds of its way to destination. It is further alleged that the mandarins had to pay a sum equal to five times more than the ordinary prices for these warlike cargoes.

Sentence of imprisonment for life was passed on the 10th ult. by the Tokyo *Chinjo* Sabaisho for the murder of Mr. Hoshi Tora. In the course of a very long judgement the following paragraph conveys the actual sentence:—"The defendant having murdered Hoshi Tora with premeditation, his action came under Article 292 of the Penal Code, which provides that a person who shall have murdered another with premeditation shall be punished with death. The defendant hastily concluded the state of affairs and perpetrated the murder. The offence is undoubtedly very grave. But there exist extenuating circumstances which are allowed in his favour according to the provisions of Article 89 of the Penal Code, and his penalty is therefore reduced by one degree from that prescribed for premeditated murder. The defendant is sentenced to penal servitude for life."

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Baron Charles de Vinck de Deux Orp, formerly Belgian Minister Resident at Peking, has been promoted to the rank of Envoy Extraordinary and Minister Plenipotentiary.

It is reported from Peking that it has been decided to divide the new Ministry of Foreign Affairs into four principal departments, namely, International intercourse; Finance; Public Works; and Affairs of the Commonwealth. These departments have control, of course, only of such as may relate to Foreign and Chinese affairs: matters Chinese, pure and simple, of course, belong to the Six Boards.

Count von Walderssee, gublingly remarked to a French interviewer last month—Colonel Marchand is more than a comrade to me; he is a friend. Towards this young and brilliant officer I feel the sympathy and consideration which a real soldier, in the full sense of the word, is bound to inspire. On three occasions I had an opportunity of testing the rare intelligence and the military aptitude with which he is so brilliantly endowed. The assistance which, under his leadership, the French soldiers brought us during the burning of the Imperial Palace only increased my feelings of friendship towards him. I hope to find other chances of expressing the regard which the German officers felt for Colonel Marchand.

On the 16th ult. Mr. Henniker Henton asked the Secretary to the Treasury, as representing the Postmaster-General, whether he would issue instructions to charge as one word only the name of each place in the United Kingdom; and could he say why in telegrams Woodford-green was charged as one word, but Camden Town as two words, and St. Pancras as one word, but Charing Cross as two words? Mr. Austen Chamberlain answered:—"Instructions were given many years ago that the name of every town and village was to be charged for as one word. The Postmaster-General agrees with his predecessors in thinking that this was an intelligible and clearly-defined concession, and he is not prepared to extend it to the names of places or districts within towns. The fact that the concession has been made in the case of towns and villages explains the anomaly to which the hon. member calls attention; and I may add that to do what he suggests would not only involve the telegraph service in further loss but would create fresh anomalies of a nature much less intelligible than the one he now has in view. As to St. Pancras and Charing Cross, the Postmaster-General believes that he is simply following established usage, words having the prefix 'St.' being universally regarded as one, while 'Charing Cross' is always regarded as two."

Certain comments made in what is regarded as a semi-official *communiqué* from St. Petersburg published by the *Politische Correspondenz* have attracted considerable attention here, writes the Vienna correspondent of the *Times*. They are thought to throw an instructive light on the attitude of Russia towards questions affecting the Mediterranean. After describing the flattering reception accorded to the Moorish Mission at St. Petersburg, the *communiqué* goes on to say:—"Russia has no direct interest in Morocco and no intention of extending her activity to a territory so remote from her borders. She cannot, however, abstain from all participation in the events occurring in a country which holds the key of the Strait of Gibraltar and so commands the entrance to the Mediterranean, in which a Russian naval squadron is permanently stationed. For this reason Russia holds with satisfaction everything calculated to preserve the *status quo* in Morocco."

The Moorish Mission may rest satisfied that the Russian Government, in its judgment of occurrences in their country, will be guided solely by consideration for the general peace and the maintenance of order. This is interpreted as a plain hint that Russia will in future claim to have a voice in every decision affecting the *status quo* in the Mediterranean.

The subject of plague though it only occupied a very subordinate place, was discussed at the last Congress of the British Medical Association. The only contribution of any interest was a paper by Dr. D. S. Davies, the Medical Officer of Health for Bristol, on the question of reducing infection by the destruction of rats. The Congress was less concerned with the question of combating plague once it has broken out, than with preventing infection by rats borne on ships from plague-infected centres. Hitherto the chief measures employed have been obvious precautions, such as off-mooring ships, discharging ropes, and raising gangways; but as Mr. Davies remarked, to bring infected rats to a port in unlimited numbers, and then rely on attempts to prevent them from coming ashore, is obviously attacking the evil at the wrong end. If we are to accept the theory that plague is essentially a rat-borne disease, the obvious policy to protect the West is to secure rat-free ships, at any rate from infected ports; if practicable. During the Sydney outbreak the campaign against rats was carried farther than in any other infected town, and Dr. Ashburn Thompson, the Health Officer, found that if vessels engaged in coasting voyages, lasting three weeks to a month, were fumigated at the point of departure before loading and at the ultimate point of departure before loading, few, and often no rats, are found to remain. It may fairly be concluded that a rat-free merchant ship is within the bounds of practicability, and the Congress decided to approach Government with a view to an international agreement to ensure measures being taken on all vessels to this end, both before loading and on discharge.

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It is reported from Peking that it has been decided to divide the new Ministry of Foreign Affairs into four principal departments, namely, International intercourse; Finance; Public Works; and Affairs of the Commonwealth. These departments have control, of course, only of such as may relate to Foreign and Chinese affairs: matters Chinese, pure and simple, of course, belong to the Six Boards.

Count von Walderssee, gublingly remarked to a French interviewer last month—Colonel Marchand is more than a comrade to me; he is a friend. Towards this young and brilliant officer I feel the sympathy and consideration which a real soldier, in the full sense of the word, is bound to inspire. On three occasions I had an opportunity of testing the rare intelligence and the military aptitude with which he is so brilliantly endowed. The assistance which, under his leadership, the French soldiers brought us during the burning of the Imperial Palace only increased my feelings of friendship towards him. I hope to find other chances of expressing the regard which the German officers felt for Colonel Marchand.

On the 16th ult. Mr. Henniker Henton asked the Secretary to the Treasury, as representing the Postmaster-General, whether he would issue instructions to charge as one word only the name of each place in the United Kingdom; and could he say why in telegrams Woodford-green was charged as one word, but Camden Town as two words, and St. Pancras as one word, but Charing Cross as two words? Mr. Austen Chamberlain answered:—"Instructions were given many years ago that the name of every town and village was to be charged for as one word. The Postmaster-General agrees with his predecessors in thinking that this was an intelligible and clearly-defined concession, and he is not prepared to extend it to the names of places or districts within towns. The fact that the concession has been made in the case of towns and villages explains the anomaly to which the hon. member calls attention; and I may add that to do what he suggests would not only involve the telegraph service in further loss but would create fresh anomalies of a nature much less intelligible than the one he now has in view. As to St. Pancras and Charing Cross, the Postmaster-General believes that he is simply following established usage, words having the prefix 'St.' being universally regarded as one, while 'Charing Cross' is always regarded as two."

Certain comments made in what is regarded as a semi-official *communiqué* from St. Petersburg published by the *Politische Correspondenz* have attracted considerable attention here, writes the Vienna correspondent of the *Times*. They are thought to throw an instructive light on the attitude of Russia towards questions affecting the Mediterranean. After describing the flattering reception accorded to the Moorish Mission at St. Petersburg, the *communiqué* goes on to say:—"Russia has no direct interest in Morocco and no intention of extending her activity to a territory so remote from her borders. She cannot, however, abstain from all participation in the events occurring in a country which holds the key of the Strait of Gibraltar and so commands the entrance to the Mediterranean, in which a Russian naval squadron is permanently stationed. For this reason Russia holds with satisfaction everything calculated to preserve the *status quo* in Morocco."

The Moorish Mission may rest satisfied that the Russian Government, in its judgment of occurrences in their country, will be guided solely by consideration for the general peace and the maintenance of order. This is interpreted as a plain hint that Russia will in future claim to have a voice in every decision affecting the *status quo* in the Mediterranean.

The subject of plague though it only occupied a very subordinate place, was discussed at the last Congress of the British Medical Association. The only contribution of any interest was a paper by Dr. D. S. Davies, the Medical Officer of Health for Bristol, on the question of reducing infection by the destruction of rats. The Congress was less concerned with the question of combating plague once it has broken out, than with preventing infection by rats borne on ships from plague-infected centres. Hitherto the chief measures employed have been obvious precautions, such as off-mooring ships, discharging ropes, and raising gangways; but as Mr. Davies remarked, to bring infected rats to a port in unlimited numbers, and then rely on attempts to prevent them from coming ashore, is obviously attacking the evil at the wrong end. If we are to accept the theory that plague is essentially a rat-borne disease, the obvious policy to protect the West is to secure rat-free ships, at any rate from infected ports; if practicable. During the Sydney outbreak the campaign against rats was carried farther than in any other infected town, and Dr. Ashburn Thompson, the Health Officer, found that if vessels engaged in coasting voyages, lasting three weeks to a month, were fumigated at the point of departure before loading and at the ultimate point of departure before loading, few, and often no rats, are found to remain. It may fairly be concluded that a rat-free merchant ship is within the bounds of practicability, and the Congress decided to approach Government with a view to an international agreement to ensure measures being taken on all vessels to this end, both before loading and on discharge.

According to *L'Echo de Chine*, it is reported that Mr. Liebert, formerly a Marine officer, is to succeed M. Le Roux as French Consul at Hongkong.











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BY  
REV. E. J. HARDY

(Author of "How to be Happy Though  
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## VI.

## THE WEDDING AND THE HONEYMOON.

An elderly unmarried lady of Scotland, after  
reading in her newspaper the births, deaths  
and marriages, began to moralise. She said:  
"Birth, death, marriage, these are solemn events  
but yet they are what we must all come to!"  
Then her impudent young sister looked up and  
said, "Ah, Miss Jennie, but ye have been long  
spared." We cannot spare the engaged young  
people of whom we were thinking in the last  
page any longer. We must bring them to  
what they had to come—to their marriage day.

## TO LOVE, CHERISH—AND OBEY.

Not long ago, a man who was only a fort-  
night distant from his marriage remarked to the  
writer that had he known all the real tale that  
had to be gone through before getting married  
he never would have attempted it. My friend  
had thought that it was "as easy as kissing" to  
marry, but he found that kissing was the only  
easy part of it, settlements had to be made,  
banns put up in Church, a house taken and  
furnished, a honeymoon tour planned, a ring  
bought, looked to for the bridesmaids chosen, and  
himself brought to the appointed hour and day  
to Church in his right mind and clothed in  
wedding garments, not forgetting lavender  
gloves. If ever we should pray, if ever we should  
abstain from vain show and vainer declamation  
surely it is when two people are giving  
themselves to each other, for better for worse,  
until death part them. But no! Society  
says we cannot allow the young people to sneak  
into the comforts of married life without giving  
us some fun first—hence the fashionable wed-  
ding. This is all very well for the bride. She  
knows her way about as well as if she had been  
often married; she likes to be "turned-off"  
well, for it arouses the envy of the girl friends;  
but the poor bridegroom! He on that occasion  
feels as if he were going to make a fool of  
himself, as if, like a second Samson, he had  
for the love of a woman allowed his eyes to be  
put out, and he seems to hear a large congrega-  
tion of female Philistines calling upon him to  
make sport for them. The great difficulty  
woman have in the marriage service seems to  
be to get their tongues round the word "obey."  
Brides boast that they overcame the word "obey"  
and substituted "go, go" or words of similar  
sound. After her wedding a lady of this kind  
remarked to the Rev. E. J. Hardy, who had  
performed the ceremony, "Now, Mr. Hardy, I  
call you to witness that I have no intention of  
obeying." Hardy answered with his usual direct-  
ness, "Ah, Madam, you little know the impor-  
tance of obedience! What would his bride have  
done if she had not her husband in a bigwig  
like the one who, when the woman hesitated at  
the word "obey," said, "Go on, person, I'll  
make her!" The word "obey" had not a  
great terror for our late Queen, when she was  
going to be married, as it was for the "new  
woman." When attending about the service  
the Archbishop of Canterbury asked Her  
Majesty whether it would be desirable to omit  
the word "obey," and she answered, "I wish  
to be married as a woman, not as a Queen."  
She knew that to reign through service was  
the highest kind of sovereignty. At a negro  
wedding, when the clergyman read the words  
"to love, cherish and to obey," the bridegroom  
interrupted him, and said: "Read that again,  
sah! read it once mo', so de lady kin ketch de  
full solemnity of its meaning; I've been married  
befo'." That the bridegroom sometimes finds  
it difficult to get the ring out of the receptacle  
where he placed it for safety, as the bride does  
the word "obey" out of her mouth, was shown  
by another widow. When told to place the  
ring on the book he looked for it in his gloves,  
turned out all his pockets and at last remembered  
that for fear of forgetting it he had placed it in  
the heel of one of his Wellington boots. As an  
apology to the giggling congregation he said,  
when taking off his boot—"You must excuse  
me as it is so long since I was married before."

## TOO BUSY BRIDEGROOMS!

The bridegroom may seem of small account  
in comparison with the bride, but still it is in-  
convenient when he does not turn up at the  
wedding ceremony. Mr. Pastur, who has made  
some useful though disquieting discoveries about  
genius, did not arrive at the hour appointed for  
his wedding. Some friends hastened to his  
laboratory, and found him very busy, without  
apron on. He was cross at being disturbed, and  
declared that his marriage might wait, but his  
experiments could not do so.

Not long ago, on the day appointed for a wed-  
ding in Ipswich, everyone put in an appearance  
except the bridegroom. After considerable  
delay a messenger came on a bicycle and an-  
nounced that the bridegroom said he was too  
busy to go to the Church. The ceremony was  
postponed until the next day. On this occasion  
the bridegroom went but not the bride, and it  
was only after much persuasion and after keep-  
ing her "lady" husband-to-be waiting for a  
long time that she was induced to go to the  
church. The waiter had lately in his house a  
servant who was engaged to a well-to-do me-  
chanic. A few days before her marriage she  
got into low spirits and said that she wished she  
was staying in her situation and was not going  
to be married, for she was afraid that the man  
might develop a bad temper. It was all that  
we could do to comfort her and bring her, on  
the marriage day, to "the sticking-place." This  
fear of the unknown and the untold  
that takes hold of some people before  
marriage accounts for the cases of suicide  
that have been committed by an occasional  
bride or bridegroom on the eve of the wedding  
day.

We have instanced a man who said that he  
was too busy to come to his own wedding. The  
sort of person would have appreciated a marriage  
ceremony as brief as that which was employed  
in the celebration of a marriage in Iowa, United  
States. The bride and bridegroom were told to  
join their hands and then asked—"Do you want  
one another?" Both replied "Yes." "Well  
then, have one another," and the couple were  
man and wife.

The ruling passion is not felt stronger in  
death than in marriage. Dr. Johnson displayed  
the sturdiness of his character as he journeyed  
with the lady of his choice from Birmingham  
to Derby, where they were to be married. Their  
ride thither, which we give in the bridegroom's  
own words, is an amusing bit of literary his-  
tory: "Sir, she had read the old romances,  
and had got into her head the fantastical notion  
that a woman of spirit should use her lover like  
a dog. So, sir, at first she told me that I rode  
too fast, and she could not keep up with me;  
and, when I rode a little slower, she passed me,  
and complained that I lagged behind. I was  
not to be made the slave of caprice; and I re-  
solved to begin as I meant to end. I therefore  
pushed on briskly till I was fairly out of her  
sight. The road lay between two hedges, so I  
was sure she could not miss it, and I contrived  
that she should soon come up with me. When  
she did I observed her to be in tears."

AFTER THE WEDDING—IN ENGLAND AND  
ABROAD.

Until recent years the law required all mar-  
riages to be celebrated before noon. After the  
ceremony in the Church, the guests used to go  
to the house of the bride and partake of  
wedding breakfast at which almost every one  
made a speech, and the more ridiculous the  
speaker was the more he was appreciated.  
Even when accompanied by champagne, family  
jokes are dry and uninteresting to outsiders  
who are naturally unable to see their point.  
Now weddings generally take place in the after-  
noon and are followed by receptions. As only  
light refreshments are given at these a great  
crush of people are asked, all in fact who give  
or who are expected to give presents.

The only amusement supplied at these func-  
tions is the examination of the presents, but  
this always annoys me because I think that it  
is these who cannot settle themselves in life  
who should get consolation prizes and not those  
who can, and because it would be better to keep  
our applause until we see how the people will  
play their parts upon the stage of matrimony.  
In Norway wedding presents are not of the  
expensive but useless kind that they are with  
us. They consist of such things as pots and  
pans, plates and dishes, a feather bed, half a  
dozen sheep, a sack of potatoes and so forth.  
Perhaps the best form which the flattery of  
friends can take on the occasion of our marriage  
is the financial one.

In Siberia there is a good custom that a  
bride on coming to her husband's house has to  
give a dinner prepared with her own hand as  
a test of the education she has received. If she  
succeeds in justifying her guests, it is taken as  
a proof, not only of the young woman's own  
excellence, but also as a recommendation of her  
whole family by whom she is instructed so  
well.

In India it costs almost as much for a man to  
marry his daughter well as to have his house  
burned, and in Ireland there is much more to  
be thought of than the priest's fee: much food  
and drink have to be provided—"hash and  
havin' of every thing." Closeness on such an  
occasion is considered a social sin. "Arrah, if  
I was getting married," a woman indignantly  
exclaimed when she saw a poor display at a  
wedding, "I'd sell every stitch of my back, and  
go naked, in order to get married decently!"

## THE HONEYMOON.

The honeymoon has been defined by Dr.  
Johnson as "the month after marriage which  
is full of tenderness and happiness." That is  
what it ought to be but even the honeymoon  
may be spoiled. This is done when it is either  
too long drawn out or filled to full of excitement.

Do our readers remember the honeymoon or  
rather honeymoon that was enjoined in the  
pastoral days of the Old Testament? "When  
a man taketh a new wife he shall not go out in  
the host, neither shall he be charged with any  
business; he shall be free at home one year, and  
shall cheer his wife which he hath taken."  
Deuteronomy XXIV-V. As a "new wife"  
would for polygamists often mean an additional  
one, matrimony must have brought to people  
then a great deal of leisure, for more than we  
can get in our rapid competitive age. Few of  
us possess sufficient oxen and sheep and man-  
servants and maid-servants to strike work for  
a year. Nor, to speak plainly, have we good  
enough tempers for this sort of thing. With  
us when the honeymoon is too prolonged the  
parties become bored. Suppose they go to  
a seaside place in winter or early spring  
what are they to do? They read all the  
books in the little library of the place, and  
then there is nothing to do but look at the  
old sailor searching all day with a telescope for  
imaginary smugglers. I have heard of a busi-  
ness man in the city of London who, growing  
weary of a prolonged honeymoon, telegraphed  
to his office for one of his lodgers to be sent  
down to him and amused himself with it. Of  
course he was a brute, for all his books should  
have been the looks of the lady; still there was  
a great deal of human nature in Finkel's  
sketches of the waning of the honeymoon. In  
one of them a bride says "Wouldn't it be nice,  
Algy dear," or "Algy darling" or whatever  
she called him, "if an old friend were to turn  
up?" "Yes," he growled, "or even an enemy!"  
So it is that we may have too much of a good  
thing; and that a honeymoon may become a  
treacle-mound and pall from excessive sweetness.

During his honeymoon Walter Savage  
Landon was reading some of his poetry to his  
bride. The lady seems to have been a little  
tired of the honeymoon in general and of the  
reading in particular (though Landon read  
beautifully), for she let go the arm of her  
husband, jumped up, and ran to the window to  
see "dear delightful Punch," which was  
being performed in the street. It was a

had beginning, to show so little interest in  
her husband's work; but little quarrels are  
sure to take place when people honeymoon  
not wisely but too well. It is a mistake  
also to have too much excitement in a honey-  
moon to undertake, for instance, to see in a  
short month all the Churches, all the picture  
galleries and all the waterfalls in Europe.  
Trunks are troublesome to pack, trains do not  
go at the hour wished, and there are many little  
misadventures trying to the nerves and causing quar-  
rels which would not have taken place nearly  
so soon if the honeymoon had been spent in a  
calmer way. We know the riddle: What is  
the difference between a honeycomb and a  
honeymoon? One consists of many small cells,  
the other of one big cell. This need not and  
ought not to be the case.

## HOW WEDDING CUSTOMS ORIGINATED.

We are so accustomed to the different mat-  
rimonial customs and ceremonies that we do not  
inquire about their origin. And yet they all  
had a meaning once. The office of the "best  
man," for instance, though now a sentence was  
not so when marriage by capture prevailed.  
Then a bridegroom seized the girl he fancied  
without troubling about the consent of her  
parents or even of herself, and his friend assisted  
in the operation, making sure that the coast  
was clear or keeping 'till the infuriated  
parents. From the same primitive times dates  
the custom of the bridegroom giving presents to  
the bridesmaids. The presents in those days  
constituted a bribe or toll which was given to  
blind the eyes of the girl friends and attendants  
of the maid to be captured.

The honeymoon, which is now or ought to be  
only a pleasure trip, was in those marriage-by-  
capture days almost a necessity. It was the  
time of discreet hiding from the wrath of a  
father-in-law and of a father. After the month  
had expired it was generally found that philo-  
sophy had given way to revenge, and after a  
few more presents had been judiciously bestow-  
ed, and explanations given, the loving couple  
were received into the bosom of their relating  
family. A shoe is now thrown after the depart-  
ing pair "for luck," but it is probably a survival  
of missiles hurled after the robber of the bride  
for anything but good luck.

The practice of throwing rice is of Eastern  
origin, where rice is the symbol of fertility. It  
is intended to express the hope of the wedding  
guests that the bride may become a happy  
mother.

Gloves used to be given as wedding gifts as they  
used to be given at funerals. Horne wrote in his  
Hesperides:

"What posies for our wedding rings,  
What gloves will give and ribbonings,  
And Pepp's records in his diary that nee at a  
marriage service, he 'had two pair of gloves  
like all the rest.'"

There was a nice custom in the parish of  
Wether Nottinghamshire. When a man of  
marriageable age was in church a person pre-  
viously selected stood up and said aloud, "I had  
spiced them well!" and the clerk answered  
"amen."

Among these clerks of old used to be very busy  
in one way. One of them, junior of the sacra-  
ment, on the work at which they were engaged  
and for the building in which they were called  
out loudly to a couple who were making a pre-  
sumptuous attempt to indulge in osculatory  
practices: "Now, then, beware yourselves!"

It was evidently of the opinion of the man  
who said, "there is only one thing worse than  
quarrels in public: that is quarrels." Another  
clerk ventured not less boldly to chase the mouth  
of the offending person. That gentleman, on  
the occasion referred to, substituted for the  
usual exhortation a longer homily of his own.  
The pair upon whom he was operating writhed  
at or least nagged, and at last the clerk inter-  
posed with: "Please to cut it short, sir they've  
got the cab by the hour!" The clerk who  
nipped in the last exhortation was premature  
would have been pleased with the discipline in  
this respect that was shown at a marriage in a  
Yorkshire village church. It was once a local  
custom there that the person who performed  
the wedding ceremony should kiss the bride  
oride. A strange clergyman, not knowing that  
this was his prerogative, wondered why the party  
did not begin to go away at the conclusion of  
the service. "What are you waiting for?"  
he asked at last. "Please, sir," was the bride-  
groom's answer, "You've no kissed Mollie; an  
I musn't do it until ye have."

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Health Exhibition, London.  
The British Medical Journal says—  
"Benger's Food" has by its  
excellence established a  
reputation of its own.  
The Lancet writes—  
"Benger's Food is  
an admirable  
preparation."  
The Lancet Medical  
Record says—  
"It is invaluable."

**BENGER'S**  
FOOD FOR  
INFANTS,  
INVALIDS, and the AGED.

Delicious, highly nutritive, and most easily digested Food has been very successfully used in  
England for many years in the rearing of infants, and by those whose digestive powers have been  
weakened by illness or age. It may now be obtained in sealed tins of Chemists, etc., throughout the  
Globe and Abroad, and will prove a boon to Mothers and Nurses.

WHOLESALE OF ALL WHOLESALE HOUSES.







## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

| FROM                  | OUTWARDS. | DATE               |
|-----------------------|-----------|--------------------|
| GLASGOW and LIVERPOOL | STEAMERS  | On 23rd September. |
| GLASGOW and LIVERPOOL | "CALCHAS" | On 1st October.    |
| GLASGOW and LIVERPOOL | "NESTOR"  | On 9th October.    |
| GLASGOW and LIVERPOOL | "LAERTES" |                    |

| FOR              | HOMEWARDS. | TO SAIL           |
|------------------|------------|-------------------|
| LONDON           | STEAMERS   | On 1st October.   |
| LONDON           | "AJAX"     | On 15th October.  |
| LONDON           | "PYRRHUS"  | On 29th October.  |
| LONDON           | "CALCHAS"  | On 12th November. |
| LONDON           | "NESTOR"   | On 26th November. |
| LIVERPOOL DIRECT | "MACHAEON" | On 15th October.  |

(Taking Cargo at London Rates)  
 (Taking Cargo at London Rates)  
 The S.S. "CALCHAS" left Singapore on the 18th instant, a.m., and is due in Hongkong on the 23rd instant.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
 AGENTS O. S. S. Co.

Hongkong, 23rd September, 1901.

## CHINA NAVIGATION CO., LIMITED.

| FOR                      | STEAMERS   | TO SAIL            |
|--------------------------|------------|--------------------|
| TIENTSIN                 | "KIUKIANG" | On 25th September. |
| TIENTSIN                 | "KWEIYANG" | On 25th September. |
| SHANGHAI                 | "TSINAN"   | On 3rd October.    |
| MANILA                   | "CHINGTU"  | On 12th October.   |
| PORT DARWIN, THURSDAY    |            |                    |
| ISLAND COOKTOWN, TOWN    |            |                    |
| SVILLE, BRISBANE, SYDNEY | "CHINGTU"  | On 12th October.   |
| and MELBOURNE            |            |                    |

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried on board.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
 AGENTS.

Hongkong, 23rd September, 1901.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE.

Callings also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the

## GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"TEENKAI,"  
 4,642 tons, Commander H. C. Harris, is due here on 24th instant, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & CO.,  
 Agents.

Hongkong, 11th September, 1901. [2317]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"  
 Captain S. Abeam, will be despatched for the above ports on WEDNESDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
 Agents.

Hongkong, 11th September, 1901. [19]

## AUSTRIAN LLOYD'S STEAM-NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's steamer line to Trieste.)

THE Company's Steamship

"CARINTHIA,"  
 Captain M. Kohn, will be despatched as above on THURSDAY, the 26th inst., p.m.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,  
 Agents.

Hongkong, 23rd September, 1901. [2296]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

P. L. MOUTON, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERAK, CANTON, CENTRAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"  
 Captain C. L. Dashiell, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 28th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,  
 Superintendent.

Hongkong, 16th September, 1901. [1]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

Order:

CELESTE BURELL, British ship, Jeffrey.

HELEN A. WYMAN, American ship, Vanhook.

Arnold, Karberg & Co.

I. F. CHAPMAN, American ship, Chapman.

Arnold, Karberg & Co.

L. SCHWAB, American ship, C. S. Kendall.

Carlowitz & Co.

## VESSELS ON THE BERTH

## U. S. MAIL LINES

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING" TUESDAY, 24th September, at Noon.

"GALIC" WEDNESDAY, 2nd October, at Noon.

"CHINA" SATURDAY, 19th October, at Noon.

"DORIC" TUESDAY, 29th October, at Noon.

"PERU" TUESDAY, 12th November, at Noon.

"COPTIC" WEDNESDAY, 20th November, at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada, or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to a Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th September, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"  
 Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
 Agents.

Hongkong, 19th September, 1901. [19]

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANAPA,"  
 will be despatched for the above port on or about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES & CO.,  
 Agents.

Hongkong, 16th September, 1901. [2358]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 15th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on TUESDAY, the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Passage and Freight, apply to

BUTTERFIELD & SWIRE,  
 Agents.

Hongkong, 18th September, 1901. [5]

## GEO. ECKLEY, Acting Agent.

Hongkong, 18th September, 1901.

## HONGKONG, 20th September, 1901.

## NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,  
 General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

## NIPPON YUSEN KAISHA.

## FOR MANILA.

THE Company's Steamship

"ROSETTA MARU,"  
 3,411 tons gross, Captain N. Tait, will be despatched for the above port on FRIDAY, the 27th instant, at 4 p.m.

This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.

A. S. MIHARA,  
 Manager.

Hongkong, 21st September, 1901. [2397]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"LONGSHIPS,"  
 Captain Moore, will be despatched as above on or about 15th October.

For Freight, apply to

JARDINE, MATHESON & CO.,  
 Agents.

Hongkong, 11th September, 1901. [231]

## FOR NEW YORK.

THE 3/4 A.I. American Ship

"MANUEL LLAGUNA,"  
 will lead during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO.,  
 Agents.

Hongkong, 11th July, 1901. [1758]

## FOR NEW YORK.

THE 3/4 L.I. American ship

"STATE OF MAINE,"  
 Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & CO.,  
 Agents.

Hongkong, 21st September, 1901. [2386]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

## FOR NEW YORK.

THE full-powered Steamship

"CLAVERDALE,"  
 will be despatched for the above port on the 5th November.

For Freight, apply to

CARLOWITZ & CO.,  
 Agents.

Hongkong, 21st September, 1901. [2385]

## NOTICES TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"  
 having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 p.m. on the 24th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; each Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

1894's of Lading will be countersigned by

DAVID KASSOON, SONS & CO.,  
 Agents.

Hongkong, 20th September, 1901. [2298]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AGAMEMNON"

are hereby notified that the Cargo is being discharged to Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 21st instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 26th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 27th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
 Agents.

Hongkong, 19th September, 1901. [18]

## HONGKONG.

Amara, British ship, 1,200, Matlock, Sept. 15.

Jardine, Matheson & Co.

Amara, German ship, 822, Hansen, Sept. 22.

Johnson & Co.

Anping Maru, Jap. ship, 1,058, Atsumi, Sept. 21.

Mitsui Bussan Kaisha

Aponara, German ship, 611, Lorenzen, Sept. 21.

Jensen & Co.

Aristea, Austrian ship, 2,208, Scopinich, Aug. 29.

Mitsui Bussan Kaisha

Babelberg, Ger. ship, 1,379, Beckmann, Sept. 7.

East Asiatic Trading Co., Ltd.

Chungking, British ship, 1,463, Moore, Sept. 12.

Butterfield & Swire

Charthouse, British ship, 1,276, Joslin, Sept. 20.

China, Chinese

China, Rogier, Brit. ship, 1,292, Smith, Sept. 8.

Japan

Chowla, German ship, 1,055, Musing, Sept. 18.

Butterfield & Swire

City of Peking, Amr. ship, 3,128, Smith, Sept. 18.

P. M. S. S. Co.

Clara, German ship, 675, Uldrup, Sept. 22.

Jensen & Co.

Deravongsa, Ger. ship, 1,057, Teator, Sept. 20.

Butterfield & Swire

Diamante, British ship, 1,225, Rattenbury, Sept. 21.

Shewan, Tomes & Co.

Eleanora, Amr. ship, 510, Altonaze, Sept. 3.

Brandao & Co.

Ella, German ship, 1,702, Schonwandt, Sept. 17.



## POST OFFICE NOTICES.

The Hongkong Post Office is open from 8 a.m. to 5 p.m. on the 23rd inst. at 5 a.m. on the 24th inst. The Hongkong Post Office is open from 8 a.m. to 5 p.m. on the 23rd inst. at 5 a.m. on the 24th inst. The Hongkong Post Office is open from 8 a.m. to 5 p.m. on the 23rd inst. at 5 a.m. on the 24th inst.

## MAILS WILL CLOSE.

|           |          | DAY AND HOUR   |
|-----------|----------|--|
| Canton    | Hongkong | Monday, 23rd, 7.30 A.M.  |
| Singapore | Tientsin | Monday, 23rd, 10.00 A.M.   |
|           |          | Monday, 23rd, 8.00 A.M.  |
|           |          | Circulars ..... 8.00 A.M.  |
|           |          | Registration, with late-<br>fee of 10 cents, up to<br>10.45 A.M.)  |
|           |          | Papers ..... 10.30 A.M.  |
|           |          | Letters ..... 11.00 A.M.   |
|           |          | Monday, 23rd, 1.15 P.M.  |
|           |          | Monday, 23rd, 2.00 P.M.  |
|           |          | Monday, 23rd, 3.00 P.M.  |
|           |          | Tuesday, 24th, 10.00 A.M.  |
|           |          | Registration, with late-<br>fee of 10 cents, up to<br>10.45 A.M.)  |
|           |          | Letters, 11.00 A.M.  |
|           |          | Tuesday, 24th, 11.00 A.M.  |
|           |          | Wednesday, 25th, 4.00 P.M.   |
|           |          | Registration, 10.00 A.M.   |
|           |          | (Registration with late-<br>fee of 10 cents, up to<br>10.45 A.M.)  |
|           |          | Letters ..... 11.00 A.M.   |
|           |          | Wednesday, 25th, 4.00 P.M.   |
|           |          | Wednesday, 25th, 4.00 P.M.   |
|           |          | Thursday, 26th, 4.00 P.M.  |
|           |          | Saturday, 28th, 8.00 A.M.  |
|           |          | Circulars ..... 8.00 A.M.  |
|           |          | Registration ..... 10.00 A.M.                                      |
|           |          | Registration, with late-<br>fee of 10 cents, up to<br>10.45 A.M.   |
|           |          | Papers ..... 10.30 A.M.  |
|           |          | Letters ..... 11.00 A.M.   |
|           |          | Saturday, 28th, 2.00 P.M.  |
|           |          | Thursday, 26th Oct.  |
|           |          | Registration ..... 10.00 A.M.                                      |
|           |          | (Registration, with late-<br>fee of 10 cents, up to<br>10.45 A.M.) |
|           |          | Letters, 11.00 A.M.  |
|           |          | Thursday, 3 Oct., 4.00 P.M.  |
|           |          | Saturday, 12 Oct., 4.00 P.M.                                       |
|           |          | Monday, 15 Oct., 4.00 P.M.   |
|           |          | Tuesday, 16 Oct., 4.00 P.M.  |
|           |          | Wednesday, 17 Oct., 4.00 P.M.                                      |
|           |          | Thursday, 18 Oct., 4.00 P.M.                                       |
|           |          | Friday, 19 Oct., 4.00 P.M.   |
|           |          | Saturday, 20 Oct., 4.00 P.M.                                       |
|           |          | Sunday, 21 Oct., 4.00 P.M.   |
|           |          | Monday, 22 Oct., 4.00 P.M.   |
|           |          | Tuesday, 23 Oct., 4.00 P.M.  |
|           |          | Wednesday, 24 Oct., 4.00 P.M.                                      |
|           |          | Thursday, 25 Oct., 4.00 P.M.                                       |
|           |          | Friday, 26 Oct., 4.00 P.M.   |
|           |          | Saturday, 27 Oct., 4.00 P.M.                                       |
|           |          | Sunday, 28 Oct., 4.00 P.M.   |
|           |          | Monday, 29 Oct., 4.00 P.M.   |
|           |          | Tuesday, 30 Oct., 4.00 P.M.  |
|           |          | Wednesday, 31 Oct., 4.00 P.M.                                      |
|           |          | Thursday, 1 Nov., 4.00 P.M.  |
|           |          | Friday, 2 Nov., 4.00 P.M.  |
|           |          | Saturday, 3 Nov., 4.00 P.M.  |
|           |          | Sunday, 4 Nov., 4.00 P.M.  |
|           |          | Monday, 5 Nov., 4.00 P.M.  |
|           |          | Tuesday, 6 Nov., 4.00 P.M.   |
|           |          | Wednesday, 7 Nov., 4.00 P.M.                                       |
|           |          | Thursday, 8 Nov., 4.00 P.M.  |
|           |          | Friday, 9 Nov., 4.00 P.M.  |
|           |          | Saturday, 10 Nov., 4.00 P.M.                                       |
|           |          | Sunday, 11 Nov., 4.00 P.M.   |
|           |          | Monday, 12 Nov., 4.00 P.M.   |
|           |          | Tuesday, 13 Nov., 4.00 P.M.  |
|           |          | Wednesday, 14 Nov., 4.00 P.M.                                      |
|           |          | Thursday, 15 Nov., 4.00 P.M.                                       |
|           |          | Friday, 16 Nov., 4.00 P.M.   |
|           |          | Saturday, 17 Nov., 4.00 P.M.                                       |
|           |          | Sunday, 18 Nov., 4.00 P.M.   |
|           |          | Monday, 19 Nov., 4.00 P.M.   |
|           |          | Tuesday, 20 Nov., 4.00 P.M.  |
|           |          | Wednesday, 21 Nov., 4.00 P.M.                                      |
|           |          | Thursday, 22 Nov., 4.00 P.M.                                       |
|           |          | Friday, 23 Nov., 4.00 P.M.   |
|           |          | Saturday, 24 Nov., 4.00 P.M.                                       |
|           |          | Sunday, 25 Nov., 4.00 P.M.   |
|           |          | Monday, 26 Nov., 4.00 P.M.   |
|           |          | Tuesday, 27 Nov., 4.00 P.M.  |
|           |          | Wednesday, 28 Nov., 4.00 P.M.                                      |
|           |          | Thursday, 29 Nov., 4.00 P.M.                                       |
|           |          | Friday, 30 Nov., 4.00 P.M.   |
|           |          | Saturday, 1 Dec., 4.00 P.M.  |
|           |          | Sunday, 2 Dec., 4.00 P.M.  |
|           |          | Monday, 3 Dec., 4.00 P.M.  |
|           |          | Tuesday, 4 Dec., 4.00 P.M.   |
|           |          | Wednesday, 5 Dec., 4.00 P.M.                                       |
|           |          | Thursday, 6 Dec., 4.00 P.M.  |
|           |          | Friday, 7 Dec., 4.00 P.M.  |
|           |          | Saturday, 8 Dec., 4.00 P.M.  |
|           |          | Sunday, 9 Dec., 4.00 P.M.  |
|           |          | Monday, 10 Dec., 4.00 P.M.   |
|           |          | Tuesday, 11 Dec., 4.00 P.M.  |
|           |          | Wednesday, 12 Dec., 4.00 P.M.                                      |
|           |          | Thursday, 13 Dec., 4.00 P.M.                                       |
|           |          | Friday, 14 Dec., 4.00 P.M.   |
|           |          | Saturday, 15 Dec., 4.00 P.M.                                       |
|           |          | Sunday, 16 Dec., 4.00 P.M.   |
|           |          | Monday, 17 Dec., 4.00 P.M.   |
|           |          | Tuesday, 18 Dec., 4.00 P.M.  |
|           |          | Wednesday, 19 Dec., 4.00 P.M.                                      |
|           |          | Thursday, 20 Dec., 4.00 P.M.                                       |
|           |          | Friday, 21 Dec., 4.00 P.M.   |
|           |          | Saturday, 22 Dec., 4.00 P.M.                                       |
|           |          | Sunday, 23 Dec., 4.00 P.M.   |
|           |          | Monday, 24 Dec., 4.00 P.M.   |
|           |          | Tuesday, 25 Dec., 4.00 P.M.  |
|           |          | Wednesday, 26 Dec., 4.00 P.M.                                      |
|           |          | Thursday, 27 Dec., 4.00 P.M.                                       |
|           |          | Friday, 28 Dec., 4.00 P.M.   |
|           |          | Saturday, 29 Dec., 4.00 P.M.                                       |
|           |          | Sunday, 30 Dec., 4.00 P.M.   |
|           |          | Monday, 31 Dec., 4.00 P.M.   |
|           |          | Tuesday, 1 Jan., 4.00 P.M.   |
|           |          | Wednesday, 2 Jan., 4.00 P.M.                                       |
|           |          | Thursday, 3 Jan., 4.00 P.M.  |
|           |          | Friday, 4 Jan., 4.00 P.M.  |
|           |          | Saturday, 5 Jan., 4.00 P.M.  |
|           |          | Sunday, 6 Jan., 4.00 P.M.  |
|           |          | Monday, 7 Jan., 4.00 P.M.  |
|           |          | Tuesday, 8 Jan., 4.00 P.M.   |
|           |          | Wednesday, 9 Jan., 4.00 P.M.                                       |
|           |          | Thursday, 10 Jan., 4.00 P.M.                                       |
|           |          | Friday, 11 Jan., 4.00 P.M.   |
|           |          | Saturday, 12 Jan., 4.00 P.M.                                       |
|           |          | Sunday, 13 Jan., 4.00 P.M.   |
|           |          | Monday, 14 Jan., 4.00 P.M.   |
|           |          | Tuesday, 15 Jan., 4.00 P.M.  |
|           |          | Wednesday, 16 Jan., 4.00 P.M.                                      |
|           |          | Thursday, 17 Jan., 4.00 P.M.                                       |
|           |          | Friday, 18 Jan., 4.00 P.M.   |
|           |          | Saturday, 19 Jan., 4.00 P.M.                                       |
|           |          | Sunday, 20 Jan., 4.00 P.M.   |
|           |          | Monday, 21 Jan., 4.00 P.M.   |
|           |          | Tuesday, 22 Jan., 4.00 P.M.  |
|           |          | Wednesday, 23 Jan., 4.00 P.M.                                      |
|           |          | Thursday, 24 Jan., 4.00 P.M.                                       |
|           |          | Friday, 25 Jan., 4.00 P.M.   |
|           |          | Saturday, 26 Jan., 4.00 P.M.                                       |
|           |          | Sunday, 27 Jan., 4.00 P.M.   |
|           |          | Monday, 28 Jan., 4.00 P.M.   |
|           |          | Tuesday, 29 Jan., 4.00 P.M.  |
|           |          | Wednesday, 30 Jan., 4.00 P.M.                                      |
|           |          | Thursday, 31 Jan., 4.00 P.M.                                       |
|           |          | Friday, 1 Feb., 4.00 P.M.  |
|           |          | Saturday, 2 Feb., 4.00 P.M.  |
|           |          | Sunday, 3 Feb., 4.00 P.M.  |
|           |          | Monday, 4 Feb., 4.00 P.M.  |
|           |          | Tuesday, 5 Feb., 4.00 P.M.   |
|           |          | Wednesday, 6 Feb., 4.00 P.M.                                       |
|           |          | Thursday, 7 Feb., 4.00 P.M.  |
|           |          | Friday, 8 Feb., 4.00 P.M.  |
|           |          | Saturday, 9 Feb., 4.00 P.M.  |
|           |          | Sunday, 10 Feb., 4.00 P.M.   |
|           |          | Monday, 11 Feb., 4.00 P.M.   |
|           |          | Tuesday, 12 Feb., 4.00 P.M.  |
|           |          | Wednesday, 13 Feb., 4.00 P.M.                                      |
|           |          | Thursday, 14 Feb., 4.00 P.M.                                       |
|           |          | Friday, 15 Feb., 4.00 P.M.   |
|           |          | Saturday, 16 Feb., 4.00 P.M.                                       |
|           |          | Sunday, 17 Feb., 4.00 P.M.   |
|           |          | Monday, 18 Feb., 4.00 P.M.   |
|           |          | Tuesday, 19 Feb., 4.00 P.M.  |
|           |          | Wednesday, 20 Feb., 4.00 P.M.                                      |
|           |          | Thursday, 21 Feb., 4.00 P.M.                                       |
|           |          | Friday, 22 Feb., 4.00 P.M.   |
|           |          | Saturday, 23 Feb., 4.00 P.M.                                       |
|           |          | Sunday, 24 Feb., 4.00 P.M.   |
|           |          | Monday, 25 Feb., 4.00 P.M.   |
|           |          | Tuesday, 26 Feb., 4.00 P.M.  |
|           |          | Wednesday, 27 Feb., 4.00 P.M.                                      |
|           |          | Thursday, 28 Feb., 4.00 P.M.                                       |
|           |          | Friday, 29 Feb., 4.00 P.M.   |
|           |          | Saturday, 30 Feb., 4.00 P.M.                                       |
|           |          | Sunday, 1 Mar., 4.00 P.M.  |
|           |          | Monday, 2 Mar., 4.00 P.M.  |
|           |          | Tuesday, 3 Mar., 4.00 P.M.   |
|           |          | Wednesday, 4 Mar., 4.00 P.M.                                       |
|           |          | Thursday, 5 Mar., 4.00 P.M.  |
|           |          | Friday, 6 Mar., 4.00 P.M.  |
|           |          | Saturday, 7 Mar., 4.00 P.M.  |
|           |          | Sunday, 8 Mar., 4.00 P.M.  |
|           |          | Monday, 9 Mar., 4.00 P.M.  |
|           |          | Tuesday, 10 Mar., 4.00 P.M.  |
|           |          | Wednesday, 11 Mar., 4.00 P.M.                                      |
|           |          | Thursday, 12 Mar., 4.00 P.M.                                       |
|           |          | Friday, 13 Mar., 4.00 P.M.   |
|           |          | Saturday, 14 Mar., 4.00 P.M.                                       |
|           |          | Sunday, 15 Mar., 4.00 P.M.   |
|           |          | Monday, 16 Mar., 4.00 P.M.   |
|           |          | Tuesday, 17 Mar., 4.00 P.M.  |
|           |          | Wednesday, 18 Mar., 4.00 P.M.                                      |
|           |          | Thursday, 19 Mar., 4.00 P.M.                                       |
|           |          | Friday, 20 Mar., 4.00 P.M.   |
|           |          | Saturday, 21 Mar., 4.00 P.M.                                       |
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|           |          | Tuesday, 24 Mar., 4.00 P.M.  |
|           |          | Wednesday, 25 Mar., 4.00 P.M.                                      |
|           |          | Thursday, 26 Mar., 4.00 P.M.                                       |
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|           |          | Sunday, 29 Mar., 4.00 P.M.   |
|           |          | Monday, 30 Mar., 4.00 P.M.   |
|           |          | Tuesday, 31 Mar., 4.00 P.M.  |
|           |          | Wednesday, 1 Apr., 4.00 P.M.                                       |
|           |          | Thursday, 2 Apr., 4.00 P.M.  |
|           |          | Friday, 3 Apr., 4.00 P.M.  |
|           |          | Saturday, 4 Apr., 4.00 P.M.  |
|           |          | Sunday, 5 Apr., 4.00 P.M.  |
|           |          | Monday, 6 Apr., 4.00 P.M.  |
|           |          | Tuesday, 7 Apr., 4.00 P.M.   |
|           |          | Wednesday, 8 Apr., 4.00 P.M.                                       |
|           |          | Thursday, 9 Apr., 4.00 P.M.  |
|           |          | Friday, 10 Apr., 4.00 P.M.   |
|           |          | Saturday, 11 Apr., 4.00 P.M.                                       |
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|           |          | Tuesday, 14 Apr., 4.00 P.M.  |
|           |          | Wednesday, 15 Apr., 4.00 P.M.                                      |
|           |          | Thursday, 16 Apr., 4.00 P.M.                                       |
|           |          | Friday, 17 Apr., 4.00 P.M.   |
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|           |          | Wednesday, 22 Apr., 4.00 P.M.                                      |
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|           |          | Friday, 24 Apr., 4.00 P.M.   |
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|           |          | Tuesday, 28 Apr., 4.00 P.M.  |
|           |          | Wednesday, 29 Apr., 4.00 P.M.                                      |
|           |          | Thursday, 30 Apr., 4.00 P.M.                                       |
|           |          | Friday, 1 May, 4.00 P.M.   |
|           |          | Saturday, 2 May, 4.00 P.M.   |
|           |          | Sunday, 3 May, 4.00 P.M.   |
|           |          | Monday, 4 May, 4.00 P.M.   |
|           |          | Tuesday, 5 May, 4.00 P.M.  |
|           |          | Wednesday, 6 May, 4.00 P.M.  |
|           |          | Thursday, 7 May, 4.00 P.M.   |
|           |          | Friday, 8 May, 4.00 P.M.   |
|           |          | Saturday, 9 May, 4.00 P.M.   |
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|           |          | Saturday, 30 May, 4.00 P.M.  |
|           |          | Sunday, 31 May, 4.00 P.M.  |
|           |          | Monday, 1 Jun., 4.00 P.M.  |
|           |          | Tuesday, 2 Jun., 4.00 P.M.   |
|           |          | Wednesday, 3 Jun., 4.00 P.M.                                       |
|           |          | Thursday, 4 Jun., 4.00 P.M.  |
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|           |          | Monday, 29 Jun., 4.00 P.M.   |
|           |          | Tuesday, 30 Jun., 4.00 P.M.  |
|           |          | Wednesday, 1 Jul., 4.00 P.M.                                       |
|           |          | Thursday, 2 Jul., 4.00 P.M.  |
|           |          | Friday, 3 Jul., 4.00 P.M.  |
|           |          | Saturday, 4 Jul., 4.00 P.M.  |
|           |          | Sunday, 5 Jul., 4.00 P.M.  |
|           |          | Monday, 6 Jul., 4.00 P.M.  |
|           |          | Tuesday, 7 Jul., 4.00 P.M.   |
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|           |          | Wednesday, 29 Jul., 4.00 P.M.                                      |
|           |          | Thursday, 30 Jul., 4.00 P.M.                                       |
|           |          | Friday, 31 Jul., 4.00 P.M.   |
|           |          | Saturday, 1 Aug., 4.00 P.M.  |
|           |          | Sunday, 2 Aug., 4.00 P.M.  |
|           |          | Monday, 3 Aug., 4.00 P.M.  |
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|           |          | Sunday, 30 Aug., 4.00 P.M.   |
|           |          | Monday, 31 Aug., 4.00 P.M.   |
|           |          | Tuesday, 1 Sep., 4.00 P.M.   |
|           |          | Wednesday, 2 Sep., 4.00 P.M.                                       |
|           |          | Thursday, 3 Sep., 4.00 P.M.  |
|           |          | Friday, 4 Sep., 4.00 P.M.  |
|           |          | Saturday, 5 Sep., 4.00 P.M.  |
|           |          | Sunday, 6 Sep., 4.00 P.M.  |
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